

4.6.2.2 PARKING

Changes to the availability of parking also affect the neighborhood and residents. Parking impacts occur when the loss of parking spaces would create a non-conforming use, require substantial change in the use intensity to maintain conformity with local land use codes, or where loss of on-site parking spaces cannot be offset through the use of nearby parking capacity. These impacts were determined by comparing residual parking to land use code requirements and identifying developed properties close to proposed improvements with off-street parking where additional right-of-way would be needed to implement a project alternative. Residual parking is defined as the remaining parking after the removal of parking spaces or the difference between total existing parking and the number of parking spaces removed.

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Parking Impact. As shown in Table 4.6-17, the (Enhanced) Reduced Build Alternative would result in the loss of 472 on-site parking spaces at four locations in Orange—Carl Karcher Enterprises, Amerisource-Bergen (formerly Bergen Brunswig), One City Plaza and The Block at Orange. The residual parking would not meet the requirements of City of Orange land use codes at Carl Karcher Enterprises and Amerisource-Bergen. Therefore, substantial parking impacts are anticipated at these properties. However, due to the fact that One City Plaza and The Block currently share parking, One City Plaza and The Block were examined together. The combined analysis indicates that (Enhanced) Reduced Build Alternative would not have a substantial adverse impact on parking at One City Plaza and The Block. Further detail is provided below.

**Table 4.6-17
ON-SITE PARKING IMPACTS
(ENHANCED) REDUCED BUILD ALTERNATIVE**

Site Name	Total Parking	Approx. Number Removed	% of Parking Removed	Approx. Parking to Meet Code	Approx. Residual Parking
Carl Karcher Enterprises 601 S. Lewis St., Orange	129	19	14.7	148	110
Amerisource-Bergen (Formerly Bergen Brunswig) 4000 W. Metropolitan Dr., Orange	235	89	37.8	745	146
One City Plaza, Orange	275	100	36.3	1,488	175
The Block at Orange, 1 City Blvd. W. #1010, Orange	5,556	264	4.7	3,978	5,292
Totals	6,195	472	7.6	6,359	5,723

Source: City of Orange, 1995

Carl Karcher Enterprises. The (Enhanced) Reduced Build Alternative would have a substantial adverse impact on parking at the Carl Karcher Enterprises, an office complex north of SR-22 at Lewis Street. The alternative would result in the loss of approximately 19 spaces or about 14.7 percent of the total parking. This complex requires 148 spaces to meet the City of Orange's parking requirements.

Amerisource-Bergen. The (Enhanced) Reduced Build Alternative would have a substantial adverse impact on parking at Amerisource-Bergen, a pharmaceutical company located north of SR-22 between Lewis Street and Metropolitan Drive. The (Enhanced) Reduced Build Alternative would result in the loss of approximately 89 parking spaces, or about 38 percent of the total spaces. Based on estimates of existing floor space, 745 spaces are needed to meet the City of Orange's parking requirements.

One City Plaza and The Block at Orange. The (Enhanced) Reduced Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 264 spaces at The Block at Orange (the Block). The residual parking at The Block exceeds the minimum required to meet code by 33 percent (1315 spaces). However, the residual parking at One City Plaza (175 spaces) would not meet code requirements (1,488 spaces).

While each location contains dedicated parking, One City Plaza and The Block also share parking. So, although parking impacts would occur at One City Plaza, when the parking at One City Plaza is examined in conjunction with The Block, the (Enhanced) Reduced Build Alternative would not have a substantial adverse impact on parking at these locations. The combined parking of 5467 spaces would exceed the number of combined parking to meet code (5466 spaces).

The County of Orange Animal Shelter. As part of the Metropolitan Drive Improvements, the adjacent Theo Lacy Jail Facility on east of The City Drive has potential future plans for expansion into the area currently occupied by the Animal Shelter. The (Enhanced) Reduced Build Alternative would result in a potential impact to the planned parking for the potential future expansion of the Theo Lacy Jail Facility. The (Enhanced) Reduced Build Alternative would result in the removal of an estimated 50 proposed parking spaces. This would be a substantial adverse impact on parking at this location. Plans underway prior to this project include relocation of the Orange County Animal Shelter to Tustin, and construction of a parking facility on part of the Theo Lacy Jail recreational area.

The City of Orange has reviewed this proposed Alternative and stated that they would grant the appropriate parking variances because they feel that the benefits of improved access to this area outweigh the loss of parking.

Loss of parking at businesses would be compensated by provision of parking at other locations in the near vicinity (within 0.4 km), on property acquired on Metropolitan Drive.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Parking Impacts. The No Build Alternative would have no effect on existing or planned parking facilities.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Parking Impacts. The TSM/Expanded Bus Service Alternative would not affect off-street parking within the study area. Changes in parking on some arterials would not affect community cohesion.

3. FULL BUILD ALTERNATIVE

Parking Impact. As shown in Table 4.6-18, the Full Build Alternative would result in the loss of 571 on-site parking spaces in Garden Grove, Santa Ana and Orange in a total of six locations. Substantial parking impacts are anticipated at the El Prado Drive Residence, the City Gardens Apartments, Carl Karcher Enterprises and Amerisource-Bergen. However, due to the fact that One City Plaza and The Block currently share parking, One City Plaza and The Block were examined together. The combined analysis indicates that Full Build Alternative would not have a substantial parking impact at One City Plaza and The Block.

Table 4.6- 18
ON-SITE PARKING IMPACTS
FULL BUILD ALTERNATIVE

Site Name	Total Parking	Approx. Number Removed	% of Parking Removed	Approx. Parking to Meet Code	Approx. Residual Parking
Residence 13421 El Prado Drive Garden Grove	8	3	37.5	8	5
City Gardens Apartments Santa Ana	391	134	32.7	542	257
Carl Karcher Enterprises 601 S. Lewis Street Orange	129	15	11.6	148	114
Amerisource-Bergen (Formerly Bergen Brunswig) 4000 W. Metropolitan Drive Orange	235	89	37.8	745	146
One City Plaza Orange	275	100	36.3	1,488	175
The Block at Orange Orange	5,556	230	4.1	3,978	5,326
TOTALS	6594	571	8.7	6909	6023

Sources: Garden Grove, *Zoning Map and Parking Codes*, 1995; City of Orange, 1995; and Santa Ana, 1993.

El Prado Drive Residences. The El Prado Drive multi-family unit in Garden Grove is anticipated to lose three out of eight covered parking spots. This parking is designated for residents of a four-plex unit on the property. The City of Garden Grove requires this use to have two covered parking spaces per unit for residents and 0.5 spaces per unit for guests. The parking acquisitions would create a deficient amount of parking to meet the requirements. The Full Build Alternative would have a substantial adverse impact on parking at this location.

City Gardens Apartments. The Full Build Alternative would result in a loss of one-third of the parking at the City Gardens Apartments. The complex currently does meet parking code requirements. Therefore, the Full Build Alternative would have a substantial adverse impact on parking at the City Gardens Apartment complex.

In addition, the City of Santa Ana classifies this complex as a designated legal non-conforming use. Legal non-conforming uses are land uses that are not consistent with specific requirements, but are legally justified due to the fact that the land use was in place before the current requirements were instituted (i.e., grandfathered). This complex can remain operating as long as the property retains its current design. Any changes to the property would require the facility to adhere to City requirements. Because portions of the complex would be acquired for the Full Build Alternative, the city could require that it meet the current parking requirements. As a result, 542 parking spots would be needed.

Carl Karcher Enterprises. Carl Karcher Enterprises is an office complex located north of SR-22 at Lewis Street. The (Enhanced) Reduced Build Alternative would result in the loss of approximately 15 spaces or about 11.6 percent of the total parking. This complex requires 148 spaces to meet the City of Orange's parking requirements. The Full Build Alternative would have a substantial adverse impact on parking at this location.

Amerisource-Bergen. Amerisource-Bergen, formerly known as Bergen Brunswig, is located north of SR-22 between Lewis Street and Metropolitan Drive. The Full Build Alternative would result in the loss of approximately 89

parking spaces, or about 38 percent of the total spaces. Based on estimates of existing floor space, there need to be 745 spaces to meet the City of Orange's parking requirements. Full Build Alternative would have a substantial adverse impact on parking at this location.

One City Plaza and The Block at Orange. The (Enhanced) Reduced Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 230 spaces at The Block at Orange (the Block). The residual parking at The Block exceeds the minimum required to meet code by 33 percent (1348 spaces). However, the residual parking at One City Plaza (175 spaces) would not meet code requirements (1,488 spaces).

While each location contains dedicated parking, One City Plaza and The Block also share parking. So, although parking impacts would occur at One City Plaza, when the parking at One City Plaza is examined in conjunction with The Block, the (Enhanced) Reduced Build Alternative would not have a substantial adverse impact on parking at these locations. The combined parking of 5501 spaces would exceed the number of combined parking to meet code (5466 spaces).

The County of Orange Animal Shelter, Orange. As part of the future Metropolitan Drive Improvements, the adjacent Theo Lacy Jail Facility on east of The City Drive has potential future plans for expansion into the area currently occupied by the Animal Shelter. The Full Build Alternative would result in a potential impact to the planned parking for the potential future expansion of the Theo Lacy Jail Facility. The Full Build Alternative would result in the removal of an estimated 50 proposed parking spaces. This would be a substantial adverse impact on parking at this location. Plans underway prior to this project include relocation of the Orange County Animal Shelter to Tustin, and construction of a parking facility on a portion of the Theo Lacy Jail recreational area.

The City of Orange has reviewed this proposed Alternative and stated that they would grant the appropriate parking variances because they feel that the benefits of improved access to this area outweigh the loss of parking.

Loss of parking at businesses would be compensated by provision of parking at other locations in the near vicinity (within 0.4 km), on property acquired on Metropolitan Drive.

Thresholds of Significance for CEQA:

- Substantial change in community character or cohesion due to displacements and partial acquisitions.
- Substantial loss of parking.

CEQA Findings:

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Displacements and Partial Acquisition Impacts. The (Enhanced) Reduced Build Alternative would result in minimal impact to community cohesion and character due to residential and nonresidential displacements and partial acquisitions. Displaced properties are at the periphery or at isolated locations of the neighborhood and comprise a relatively small proportion of the residences in the affected neighborhoods. Also, displaced businesses would be able to relocate in the surrounding area. Partial acquisitions generally involve landscaping, parking, or small portions of yards and

therefore, would minimally impact the physical character of a neighborhood and would not result in changes to community cohesion.

Parking Impact. Implementation of the (Enhanced) Reduced Build Alternative would result in the loss of 472 on-site parking spaces at four locations in Orange. Carl Karcher Enterprises, Amerisource-Bergen, and One City Plaza would have a loss of parking due to the (Enhanced) Reduced Build Alternative, resulting in a significant impact. The removal of parking at The Block would not result in a significant impact because the quantity of residual parking exceeds the quantity required to meet code. Furthermore, One City Plaza and The Block currently share parking. When examined together, the combined parking at these locations would exceed the approximate number of combined parking to meet code. Therefore, the (Enhanced) Reduced Build Alternative would not have a substantial adverse impact on parking at One City Plaza and The Block.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Displacements and Partial Acquisition Impacts. The No Build Alternative would not result in any displacements or partial acquisitions.

Parking Impacts. The No Build Alternative would have no effect on existing or planned parking facilities because no improvements would be constructed within the study area.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Displacements and Partial Acquisition Impacts. The TSM/Expanded Bus Service Alternative would not result in any displacements or partial acquisitions.

Parking Impacts. The TSM/Expanded Bus Service Alternative would not affect off-street parking within the study area. On-street parking on some arterials may be removed, but this would not affect existing land uses.

3. FULL BUILD ALTERNATIVE

Displacements and Partial Acquisition Impacts. The Full Build Alternative would result in minimal impact to community cohesion and character due to residential displacements, and nonresidential displacements, and partial acquisitions, except at Sherwood Lane. Generally, displaced properties are at the periphery or at isolated locations of the neighborhood and comprise a relatively small proportion of the residences in the affected neighborhoods. Also, displaced businesses would be able to relocate in the surrounding area. Partial acquisitions generally involve landscaping, parking, or small portions of yard and therefore, would minimally impact the physical character of a neighborhood and would not result in changes to community cohesion. However, given the extent of displacements within the Sherwood Lane community and the likelihood that residents in this neighborhood interact on a regular basis, a substantial impact to community cohesion is anticipated at this location.

Parking Impact. Implementation of the Full Build Alternative would result in the loss of 571 on-site parking spaces at six locations in Garden Grove, Santa Ana and Orange. Of the five affected properties, significant parking impacts are anticipated at two of the residential sites in Garden Grove and Santa Ana. Carl Karcher Enterprises, Amerisource-Bergen, One City Plaza, and The Block at Orange would have a loss of parking due to the Full Build Alternative, resulting in a significant impact. The removal of parking at The Block would not result in a significant impact because the

quantity of residual parking exceeds the quantity required to meet code. Furthermore, One City Plaza and The Block currently share parking. When examined together, the combined parking at these locations would exceed the approximate number of combined parking to meet code. Therefore, the Full Build Alternative would not have a substantial adverse impact on parking at One City Plaza and The Block.

4.6.3 TEMPORARY CONSTRUCTION EASEMENTS

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

During construction of the (Enhanced) Reduced Build Alternative, additional right-of-way would be required to store construction equipment and materials. Whenever possible, these areas, called Temporary Construction Easements (TCE), have been identified at vacant properties along the corridor. However, portions of some occupied properties have also been identified as TCEs. A list of all proposed TCE locations is included in the Final Relocation Impact Report. The project's right-of-way agents will contact the affected property owner(s), and the agents will negotiate with the property owner(s) on the terms of the temporary easement. Following construction of the project, all portions of property used for TCEs would be restored to their original condition.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

There would be no TCEs required for this alternative.

2. TSM/EXPANDED BUS SERVICE

There would be no TCEs required for this alternative, since it does not include capital improvements to the SR-22 corridor. However, if capital improvements occur on adjacent arterials, there may be TCEs required. These have not been identified.

As with the (Enhanced) Reduced Build Alternative, the project's right-of-way agents would contact the affected property owner(s), and they will negotiate with the property owner(s) on the terms of the temporary easement. Following construction of the project, all portions of property used for TCEs would be restored to their original condition. Should the TSM/Expanded Bus Service Alternative be identified as the Preferred Alternative, the TCE impacts would be re-calculated.

3. FULL BUILD ALTERNATIVE

TCEs are the same as the (Enhanced) Reduced Build Alternative, except where they do not share common features such as the Pacific Electric Arterial or direct HOV connectors at I-5 and SR-55. These have not been identified. As with the (Enhanced) Reduced Build Alternative, the project's right-of-way agents would contact the affected property owner(s), and they will negotiate with the property owner(s) on the terms of the temporary easement. Following construction of the project, all portions of property used for TCEs would be restored to their original condition. Should the Full Build Alternative be identified as the Preferred Alternative, the TCE impacts would be re-calculated.

Thresholds of Significance for CEQA:

- Substantial disruption of the community character and cohesion

CEQA Findings:**A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE**

The (Enhanced) Reduced Build Alternative would have no significant, long-term impact to community character or cohesion due to TCEs. Following construction of the project, all portions of property used for TCEs would be restored to their original condition.

B. OTHER ALTERNATIVES**1. NO BUILD ALTERNATIVE**

The No Build Alternative does not require TCEs; therefore, the No Build Alternative would have no impact due to TCEs.

2. TSM/EXPANDED BUS ALTERNATIVES

The TSM/ Expanded Bus Alternative does not require TCEs; therefore, the No Build Alternative would have no impact due to TCEs.

3. FULL BUILD ALTERNATIVE

The Full Build Alternative would have no significant, long-term impact to community character or cohesion due to TCEs. Following construction of the project, all portions of property used for TCEs would be restored to their original condition.

4.6.4 ECONOMIC IMPACTS

The potential for economic impacts was determined as follows:

- Employment effects due to construction of proposed infrastructure improvements and business displacements were considered for each alternative. Construction-related employment was estimated using construction cost estimates from the *SR-22/West Orange County Connection Project Report* (December 2000) and FHWA employment factors.
- Local tax revenue effects are attributed predominantly to residential and non-residential displacements.
- Redevelopment potential of each alternative was estimated qualitatively, considering opportunities for assembling excess property from right-of-way acquisitions for development of freeway-oriented uses.

Employment analysis are based on the methodology outlined in FHWA's *Summary: Economic Impacts of Federal-Aid Highway Investment* (FHWA, 2000).³ For the purposes of this analysis, direct employment involves the jobs directly created by highway construction activity. These jobs include all on-site laborers, specialists, engineers, and managers involved with the highway improvement project. Indirect jobs are workers in industries, which supply highway construction manufacturers with materials and off-site construction industry workers such as administrative, clerical and managerial workers or. These supplying industry jobs include those supported in stone and clay mining and quarrying, petroleum refining, lumber, steel, concrete, and cement products, and

³ Available at Caltrans, District 12.

miscellaneous professional services. Induced jobs are jobs supported throughout the economy when highway construction industry employees spend their wages. Expenditures by these workers on various goods and services stimulate demand for additional employees in many industries, resulting in jobs being supported throughout the general economy.

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Employment. The (Enhanced) Reduced Build Alternative would result in non-residential displacements. However, areas surrounding the project contain a number of potential relocation sites. The relocation resource area (Orange County) contains an ample supply of available parcels with similar zoning to those businesses being displaced. It is anticipated that there would be minimal employment impacts because the businesses would be able to relocate locally.

The (Enhanced) Reduced Build Alternative would also create short-term construction jobs. In the short term, construction would require the direct employment of an approximate maximum of 19,703 people for this alternative. Not all of these employees would be working at the same time. The construction labor that would be required for the (Enhanced) Reduced Build Alternative is presented in Table 4.6-19, Employment Impacts.

**Table 4.6-19
EMPLOYMENT IMPACTS
(ENHANCED) REDUCED BUILD ALTERNATIVE**

Description	Impacts
Construction Costs	\$468,000,000 ⁴
Direct Employment ¹	3,697
Indirect Employment ²	9,220
Induced Employment ³	6,786
Total Employment	19,703

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

⁴ Cost does not include right-of-way

Following construction, the increase in lanes under the (Enhanced) Reduced Build Alternative would require an incremental increase in labor for roadway maintenance and for law enforcement. This small increase in labor would not lead to substantial increases in the necessary labor force. Additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet. The indirect and induced labor that would be required for the (Enhanced) Reduced Build Alternative is presented in Table 4.6-19, Employment Impacts above.

Local Tax Revenue. Under the (Enhanced) Reduced Build Alternative, the potential loss in sales tax revenue is attributed to disruption of commercial businesses on acquired properties. The majority of the non-residential displacements are either government/non-profit or unoccupied businesses. The loss of sales tax revenue would be small compared to the number of businesses within each city, and is in direct correlation with the number of businesses potentially displaced.

As shown in Table 4.6-20 (Annual Property Tax Impacts), the (Enhanced) Reduced Build Alternative would result in the loss of approximately \$18,000 in annual property tax revenue that can be attributed to displacements for residential and non-residential properties. The non-residential partial acquisitions in the City of Garden Grove are landscaping and/or parking spaces which do not affect the requirements of the city ordinances therefore no tax revenue loss is anticipated. The City of Garden Grove would experience a loss of approximately \$1,300 in annual property tax revenue, and the City of Orange would experience a potential loss of approximately \$16,700.

Overall, the loss of property tax revenue from displacements would be very small in comparison to the annual revenue generated in each of the cities. For both cities, property tax loss would be less than one percent. The availability of suitable relocation sites increases the likelihood that all businesses would relocate within the same city, thereby minimizing any sales tax impacts.

Redevelopment Potential. Upon project completion, any excess property would be available for redevelopment uses.

**Table 4.6-20
ANNUAL PROPERTY TAX IMPACTS
(ENHANCED) REDUCED BUILD ALTERNATIVE**

Jurisdiction	1998 Property Tax Revenue*	Residential Property Tax Loss	Non-Residential Property Tax Loss	Total Property Tax Loss	Percent of Property Tax Loss Compared to 1998 Revenue
Garden Grove	\$7.2	\$1,317	\$0	\$1,317	0.018%
Orange	\$9.9	\$1,468	\$15,223	\$16,691	0.17%
Total	\$17.1	\$2,785	\$15,223	\$18,007	0.11%

Source: DataQuick, 1999

Note: * Revenue in millions of dollars.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Employment. The No Build Alternative would not cause additional construction activity or property displacements within the study area. Accordingly, this alternative would not result in direct effects upon employment. However, a potential secondary impact to the job growth rate in the study area, resulting from increasing travel times and costs associated with highway and roadway congestion, is probable over time. A quantified determination of potential job impacts due to congestion of SR-22 is beyond the technical scope of this analysis. Yet, the existing mobility problems presented in Section 1.2 suggest that persistent transportation problems will eventually cause adverse effects.

Local Tax Revenue. The No Build Alternative would not result in direct effects upon local tax revenue, because there would be no change to annual property tax or sales tax revenues. However, study area conditions described in Section 1.2 suggest there may be some likelihood of eventual secondary tax impacts if highway and roadway congestion interferes with commerce efficiency and worker productivity.

Redevelopment Potential. The No Build Alternative would have no direct effect upon redevelopment of adjacent properties, because this alternative will not affect the configuration of parcels or displace existing land uses.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Employment. Implementation of the TSM/Expanded Bus Service Alternative would not result in any non-residential displacements, yet would generate almost 2,863 jobs within the study area. In the long term, additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet. Compared to the California Employment Development Department *Labor Force Data for Sub-County Areas* (1998 civilian labor force), this alternative would expand employment in the study area cities by 0.8 percent. As shown in Table 4.6-21, this would be a beneficial impact.

**TABLE 4.6-21
EMPLOYMENT IMPACTS
TSM/EXPANDED BUS SERVICE ALTERNATIVE**

DESCRIPTION	IMPACTS
Construction Costs	\$68,000,000
Direct Employment ¹	537
Indirect Employment ²	1,340
Induced Employment ³	986
Total Employment	2,863

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

Local Tax Revenue. The TSM/Expanded Bus Service Alternative would not result in direct effects upon local tax revenue, because there would be no change to annual property tax or sales tax revenues. However, study area conditions described in Section 1.2 suggest that there may be some likelihood of eventual secondary tax impacts if highway and roadway congestion interferes with commerce efficiency and worker productivity.

Redevelopment Potential. The TSM/Expanded Bus Service Alternative would not affect the configuration of parcels or displace existing land uses. Accordingly, there would be no direct effect upon redevelopment of adjacent properties.

3. FULL BUILD ALTERNATIVE

Employment. The Full Build Alternative would result in non-residential displacements. However, areas surrounding the project contain a number of potential relocation sites. The Relocation Resource Area (Orange County) contains an ample supply of available parcels with similar zoning to those businesses being displaced. It is anticipated that there would minimal impacts to employment because they would be able to relocate with the businesses locally.

The Full Build Alternative would also create short-term construction jobs. In the short term, construction would require the direct employment of an approximate maximum of 28,754 people for the Full Build Alternative. Not all of these employees would be working at the same time. The labor required for the actual construction of the Full

Build Alternative would be 5,396. The employment impacts for the Full Build Alternative is presented in Table 4.6-21.

**TABLE 4.6-22
EMPLOYMENT IMPACTS
FULL BUILD ALTERNATIVE**

DESCRIPTION	IMPACTS
Construction Costs	\$683,000,000
Direct Employment ¹	5,396
Indirect Employment ²	13,455
Induced Employment ³	9,904
Total Employment	28,754

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

Following construction, the increase in lanes under the Full Build Alternative, including the new Pacific Electric Arterial, would require an incremental increase in labor for roadway maintenance and for law enforcement. This small increase in labor would not lead to substantial increases in the necessary labor force. Additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet. The indirect and induced labor that would be required for The Full Build Alternative is presented in Table 4.6-12 above.

Local Tax Revenue. Under the Full Build Alternative, the potential loss in sales tax revenue is attributed to disruption of commercial businesses on acquired properties. The majority of the non-residential displacements are either government/non-profit or unoccupied businesses. The loss of sales tax revenue would be small compared to the number of businesses within each city, and is in direct correlation with the number of businesses potentially displaced.

As shown in Table 4.6-23, the Full Build Alternative would result in a loss of annual property tax revenue of about \$173,512 would be due to residential (duplexes, apartments, and mobile homes) and non-residential displacements. The City of Orange would experience a potential loss of approximately \$74,033 in annual property tax revenue. The City of Garden Grove would experience a loss of approximately \$60,647 in annual property tax revenue. Both Santa Ana and Seal Beach would also experience a loss in property tax revenue, about 0.24 and 0.42 percent of the 1998 total annual property tax revenue.

Overall, the loss of property tax revenue from displacements would be small (less than one percent property tax loss) in comparison to the annual revenue generated in each of the cities. The availability of suitable relocation sites increases the likelihood that all businesses would relocate within the same city, thereby minimizing any sales tax impacts.

**TABLE 4.6-23
ANNUAL PROPERTY TAX IMPACTS
FULL BUILD ALTERNATIVE**

Jurisdiction	1998 Property Tax Revenue*	Residential Property Tax Loss	Non-Residential Property Tax Loss	Total Property Tax Loss	Percent of Property Tax Loss Compared to 1998 Revenue
Garden Grove	\$7.2	\$41,249	\$19,398	\$60,647	0.84%
Santa Ana	\$15.4	\$19,493	\$19,339	\$38,832	0.25%
Orange	\$9.9	\$47,226	\$24,807	\$74,033	0.75%
Total	\$32.5	\$107,968	\$171,512	\$173,512	0.53%

Source: DataQuick, 1999

Note: * Revenue in millions of dollars.

Thresholds of Significance for CEQA:

- Substantial loss of employment
- Substantial change in local tax revenue
- Loss of redevelopment potential

CEQA Findings:

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

The (Enhanced) Reduced Build Alternative would not result in significant negative impact on employment, tax revenues or redevelopment potential. It is anticipated that there would be minimal employment and tax revenue impacts because displaced businesses would be able to relocate locally and the project construction would create jobs. Also, the loss of property tax revenue from displacements would be small in comparison to the annual revenue generated in each of the cities. The availability of suitable relocation sites and redevelopment sites from excess land after project completion increase the likelihood that all businesses would relocate within the same city, thereby minimizing any tax and redevelopment impacts.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

The No Build Alternative would not cause additional construction activity or property displacements within the study area. Accordingly, there would be no direct effect upon employment, tax revenues or redevelopment of adjacent properties.

2. TSM/EXPANDED BUS ALTERNATIVES

The TSM/Expanded Bus Alternative would not result in significant negative impact to employment. The TSM/Expanded Bus Alternative has a positive impact on employment and would generate almost 2,863 jobs within the study area. No change to annual property tax, sales tax revenues, or the configuration of parcels or displacement of existing land uses would occur. Accordingly, there would be no direct effect upon tax revenues or redevelopment of adjacent properties.

3. FULL BUILD ALTERNATIVE

The Full Build Alternative would not result in significant negative impact on employment, tax revenues or redevelopment potential. It is anticipated that there would be minimal employment and tax revenue impacts because displaced businesses would be able to relocate locally and the project construction would create jobs. Also, the loss of property

tax revenue from displacements would be small in comparison to the annual revenue generated in each of the cities. The availability of suitable relocation sites and redevelopment sites from excess land after project completion increase the likelihood that all businesses would relocate within the same city, thereby minimizing any tax and redevelopment impacts.

4.6.5 COMMUNITY FACILITIES AND SERVICES

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Law Enforcement. The (Enhanced) Reduced Build Alternative would provide enforcement areas on SR-22, increasing the ability for the California Highway Patrol (CHP) to enforce existing traffic laws on the freeway. The response times for CHP would be improved as a result of freeway and roadway improvements. However, the HOV lanes that would be added to SR-22 would require additional CHP manpower to patrol.

Fire Services. The (Enhanced) Reduced Build Alternative would slightly improve response times, benefiting fire protection. Otherwise, fire services would not be affected. No fire stations would be acquired for the project.

Schools. Although no school property would be acquired, three types of impacts to schools immediately adjacent to the proposed (Enhanced) Reduced Build Alternative would occur: air quality and noise impacts (discussed in Section 4.8 and 4.9) in recreation areas and classrooms and visual impacts to recreational areas (discussed in Section 4.13).

The (Enhanced) Reduced Build Alternative would not cause or exacerbate a violation of carbon monoxide or PM₁₀ standards at any of the locations analyzed. Any potential hazardous effects of diesel emissions would not be worsened or exacerbated by the (Enhanced) Reduced Build Alternative. During construction, the project would be required to comply with regional rules, Department standard practices and best management practices (BMP) that would prevent substantial short-term air pollutant emissions. The construction contractor will be required to adhere to all laws and regulations for emissions from construction equipment, including those set forth by the South Coast Air Quality. Therefore, the air quality impact to schools immediately adjacent to the SR-22 would be minimal.

The noise and visual impacts are summarized below for the schools immediately adjacent to the SR-22: Bolsa Grande High School, Jordan Intermediate School, Excelsior Elementary School and Eisenhower Elementary School.

Bolsa Grande High School. Noise levels in the recreation area on the Bolsa Grande High School campus would increase from 69 to 74 dBA. At the nearest classroom, noise levels would increase from 50 to 55 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 50, both below the Caltrans/FHWA criteria for schools. At Bolsa Grande High School, the removal of mature screening vegetation and its replacement with noise barriers would represent a substantial and adverse visual impact. Mitigation for visual impacts calls for replacement of freeway landscaping either within the freeway right-of-way or on adjacent properties, thereby reducing this impact.

Jordan Intermediate School. Noise levels in the recreation area on the Jordan Intermediate School campus would increase from 69 to 71 dBA. At the nearest classroom, noise levels would increase from 59 to 61 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64

dba and the indoor noise level at the nearest classroom to 56 dBA. The indoor noise level exceeds the Caltrans/FHWA criteria for schools, and additional study and possible mitigation are required to reduce the noise levels even more (see Mitigation Measure NOI-3-(E)RB in Section 4.9). Visual impacts at this school would be minimal.

Excelsior Elementary School. Noise levels in the recreation area on the Excelsior Elementary School campus would increase from 66 to 68 dBA. At the nearest classroom, noise levels would increase from 56 to 58 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 51 dBA, both below the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Eisenhower Elementary School. Noise levels in the recreation area on the Eisenhower Elementary School campus would increase from 66 to 69 dBA. At the nearest classroom, noise levels would increase from 47 to 50 dBA. The outdoor noise level would exceed the Caltrans/FHWA criteria for schools. The existing noise barrier would remain. The highest available noise barrier would not be feasible and would not reduce the noise by at least 5 dBA. Visual impacts at this school would be minimal.

Other Community Facilities. The (Enhanced) Reduced Build Alternative would not affect libraries, city halls, post offices, hospitals or community centers.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Law Enforcement. The No Build Alternative would not affect law enforcement in the study area except that the enforcement areas provided on SR-22 by either build alternative would not be constructed. Also, response time would not be reduced because freeway and roadway improvements would not occur.

Fire Services. The No Build Alternative would not affect fire protection services except that response times would not be reduced because of freeway and roadway improvements.

Schools. The No Build Alternative would not affect schools.

Other Community Facilities. The No Build Alternative would not affect libraries, city halls, post offices, hospitals or community centers.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

See discussion of impacts under NO BUILD ALTERNATIVE, above, for impacts of TSM/Expanded Bus Service Alternative.

3. FULL BUILD ALTERNATIVE

Law Enforcement. See discussion under Law Enforcement for the identified PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE, above.

Fire Services. See discussion under Fire Services for the identified PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE, above.

Schools. See discussion under Schools for the identified PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE, above. Two additional schools would also be affected:

Fairhaven Elementary School. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 59 dBA and the indoor noise level at the nearest classroom to 46, both below the Department/FHWA criteria for schools. Visual impacts at this school would be minimal.

Spurgeon Intermediate School. Both indoor and outside noise levels are below the Department/FHWA criteria for schools; so no abatement is proposed. At Spurgeon Intermediate School, the placement of an arterial in the open space represented by the former Pacific Electric right-of-way would have a substantial visual impact. The visual impact would also include severing views of the additional agricultural open space north of the right-of-way. Although mitigation for visual impacts requires landscaping to screen the arterial as much as possible, the loss of open space cannot be mitigated.

Other Community Facilities. The Full Build Alternative would not affect libraries, city halls, post offices, hospitals or community centers.

Thresholds of Significance for CEQA:

- Substantial loss in community services (e.g. law enforcement and fire services).
- Substantial change in access to community facilities or services (e.g. libraries, city halls, post offices, hospitals, or community centers.)

CEQA Findings:

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

The (Enhanced) Reduced Build Alternative would have no significant impact to community facilities or services. It would have a beneficial effect on police and fire services by improving response times. The (Enhanced) Reduced Build Alternative would not affect libraries, city halls, post offices, hospitals or community centers. The (Enhanced) Reduced Build Alternative would have minimal air quality and noise impacts in recreation areas and classrooms (discussed in Section 4.8 and 4.9) and minimal visual impacts to recreational areas (discussed in Section 4.13).

B. OTHER ALTERNATIVES

3. NO BUILD ALTERNATIVE

The No Build Alternative would not affect community facilities and services.

4. TSM/EXPANDED BUS ALTERNATIVES

The TSM/ Expanded Bus Alternative would not affect community facilities and services.

3. FULL BUILD ALTERNATIVE

The Full Build Alternative would have no significant impact to community facilities or services. It would have a beneficial effect on police and fire services by improving response times. The Full Build Alternative would not affect libraries, city halls, post offices, hospitals or community centers. The Full Build Alternative would have minimal air

quality and noise impacts (discussed in Section 4.8 and 4.9) in recreation areas and classrooms and visual impacts to recreational areas (discussed in Section 4.13). However, the Full Build Alternative would impact two more schools than the (Enhanced) Reduced Build Alternative. The Full Build Alternative would have notable visual impact to Spurgeon Intermediate School.

4.6.6 MITIGATION MEASURES

All state and FHWA projects must comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601, et seq.), as amended. In accordance with the California Department of Transportation Relocation Assistance Program, residential and non-residential properties displaced by the SR-22/WOCC project would be compensated. For further details, refer to Figure 4.6-3, Relocation Assistance Policy. New construction for parking will employ Best Management Practices (BMP) as required by the NPDES permit to minimize impacts of this new construction. The project area is a built-out, urban environment; in this setting, construction of a parking garage near office buildings in the City of Orange would not have a significant visual impact.

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

COM-(E)RB-1. Replacement parking will be provided for Carl Karcher Enterprises in Orange on a nearby off-site location or through construction of a parking garage on the north side of the existing site. The off-site location will be within 0.4 km (0.25 miles) of the office complex.

COM-(E)RB -2. Replacement parking will be provided for Amerisource-Bergen in Orange either by including this site in a shared parking agreement with The Block at Orange and One City Plaza (see COM-(E) RB-3) or by construction of a parking garage on the site.

COM-(E)RB -3. The loss of parking for The Block will be offset by the creation of parking on land on Metropolitan Drive, across the street from existing parking. This creation of parking and the suggested shared use of parking between The Block and One City Plaza would be sufficient to meet the city's parking requirement.

COM-(E)RB -4. During final design, the Department will work with the City of Orange to ensure that the necessary parking for the Theo Lacy Jail expansion is accommodated on land remaining after the construction of Metropolitan Drive. Minor realignment of the SR-57 off-ramp and the I-5/SR-57 to westbound SR-22 connector may be required, as well as reconfiguration of the planned parking. The Department will continue coordination with the City to ensure minimal impacts to Theo Lacy Jail.

Mitigation measures VIS-(E)RB 1, 4, 7, 8 and 12 and NOI-(E)RB 1 through 11 would further address the impacts to the communities along the SR-22 corridor (See Section 4.9 and 4.13).

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

None.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

None.

3. FULL BUILD ALTERNATIVE

COM-FB-1. Excess property acquired for right-of-way in the Park City Ranchos housing community would be returned to the community for use as a park or community facility.

COM-FB-2. New replacement parking would be provided for 13421 El Prado, Garden Grove on adjacent available land. The adjacent parcel would be acquired by this project and would provide suitable land for replacement parking.

COM-FB-3. City Gardens - There may need to be additional displacements (removal of multi-family units) within the complex as a way to reduce the amount of parking required to meet the current City of Santa Ana parking requirements. It would be speculative at this time to identify additional units as displacements in an effort to meet the current parking requirement. Further analysis would be required in the Final Relocation Impact Report.

COM-FB-4. Replacement parking would be provided for Carl Karcher Enterprises in Orange on a nearby off-site location or through construction of a parking garage on the north side of the existing site.

COM-FB-5. Replacement parking would be provided for Bergen Brunswig in Orange either by including this site in a shared parking agreement with The Block at Orange and One City Plaza (see COM-FB-6) or by construction of a parking garage on the site.

COM-FB-6. The loss of parking for The Block would be offset by the creation of parking on land formerly used by Metropolitan Drive. This creation of parking and the suggested shared use of parking between The Block and the One City Plaza would be sufficient to meet the city's parking requirement.

COM-FB-7. During final design, Caltrans would work with the City of Orange to ensure that the necessary parking for the expanded Theo Lacy jail expansion would be accommodated on the residual land remaining after the construction of Metropolitan Drive. Minor realignment of the SR-57 off-ramp and the I-5/SR-57 to westbound SR-22 connector may be required, as well as reconfiguration of the planned parking.

COM-FB-8. There exists possible difficulty relocating two service stations to similar high-visibility locations. All reasonable attempts will be made to relocate these two service stations to similar high-visibility location, or within the same parcel.

4.6.7 RESIDUAL IMPACTS AFTER MITIGATION

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Land Use Compatibility.

In several areas along the (Enhanced) Reduced Build Alternative, visual impacts would result. As discussed in Section 4.13, not all of these impacts could be mitigated.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Consistency with Land Use Plans. Because the No Build Alternative would not include improvements to major arterials or freeway systems as anticipated in local